

~~SECRET~~

5  
7 Dec  
0500 - 1300

DATE: 7 Dec 69  
MISSION NUMBER: 2-3-070-7 Dec 69  
AIRCRAFT DESIGNATION: KING 4  
LOCATION: 036/64/89  
DISTRESSED AIRCRAFT: BOXER 22 (F-4)  
SAVES: 1 Combat

SUMMARY OF EVENTS:

1. (S) Efforts on 5 & 6 Dec to recover Boxer 22 crewmembers were unsuccessful. A second first light effort was planned for 7 Dec. The King SAR posture was rearranged: King 4, primary SAR control took off at 2100Z, King 7, the alert aircraft was launched at 2200Z to provide air refueling for mission Jolly Green helicopters. King 3 was scheduled to relieve King 7 at approximately 0200Z. The slow mover and Jolly Green Forces also massed for the first light effort. This force included:

- Jolly Green WH 53 - 76 & 77 escorted by Sandy 3 & 4
- Jolly Green WH 3 - 25 & 27 escorted by Sandy 5 & 6
- Sandy 1 & 2 (Sandy 1 030)
- Hobos 30 & 31 (A-1E Acft carrying CEU-22 and soft ordinance)
- Zeros 10 & 11 ( " " " " " " " )
- Firefly 50 thru 53 ( " " " " " " " )
- Fruits 40 thru 47 (A-1E Acft carrying CEU-30 and soft ordinance)

At the opening of the day's mission Mail 18 and 24 (07-10's) were on the scene. Fast mover aircraft were fringed into the SAR area starting at 2300Z. Fast movers used throughout the mission are listed separately.

2. (S) Contact was established with Boxer 22B. Boxer 22A, who had not been heard from for over 24 hours did not respond. He was presumed to be lost. The survivor reported himself as uninjured and provided valuable information to the FAC's regarding the disposition of enemy fortifications. He had moved from his previous position but indicated that enemy personnel were within 25 feet. The survivor had expended all signal devices except for his search light. His radio was operating satisfactorily. He responded correctly to the authentication question and the OCS began to organize the forces.

3. (U) While the primary SAR forces were being marshalled the FAC directed a steady stream of fast movers into the area.

PROJECT CORONA HARVEST

DO NOT DESTROY

2-3-000

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4. (S) At 0130Z the primary SAR Forces were ready for a rescue attempt. Sandy 1 directed the employment of smoke, CBU-30, and soft ordinance. On the heels of this armada the Jolly Greens and their escort Sandy's entered the area. The area was so saturated with smoke, that the Jolly could not find the survivor. The angle of the sun and the density of the smoke created an IFR situation for the Jolly. The Jolly was taking fire and pulled out. The slow mover forces, having expended their ordinance returned to home plate. The Jolly Greens rendezvoused with King tankers and refueled. Sandy 1 briefed Sandy 7 on the situation and King 4 ordered up necessary resources for a second attempt. There were no aircraft losses on the first effort; however, Firefly 50 took heavy battle damage. He was safely escorted to Ch 89 by Firefly 51.

5. (C) While making the first pick up attempt Jolly Green 77 detected a camouflaged truck at a strategic location and reported heavy fire from this position. It was also reported that there were heavy defenses to the NW of the area including 500 - 1000 men in a relatively open area. These targets received extensive ordinance from fast movers detected now by FACs Nail 38, 46 and 18.

6. (S) Sandy 7, backed up by Sandy 8, was OSC for the next rescue attempt. The forces he had at his disposal included the numerous fast movers being directed by the FACs and:

Jolly Green 77 - 76 HH 53 escorted by Sandy's 9 - 10  
 Jolly Green 25 - 27 HH 3 escorted by Sandy's 11 - 12  
 Al-E strike aircraft Spads 11 and 12  
 Al-E smoke/soft ordinance aircraft Zero 12 - 13, Firefly 54, 55, 56, 57, and Hobo 32 - 33  
 Al-E CBU-30/soft ordinance aircraft, Fruit 52, 53, 54, 55 (Fruit 55 developed aircraft trouble and RTB, escorted by Hobo 24 who was a part of the first rescue armada).

7. (S) The above forces were completely marshalled by SA11Z and at that point the armada commenced its rescue attempt. The smoke aircraft formed a daisy chain on the West side of the river while the Fruit aircraft flew a daisy chain on the East side of the river. Sandy 7 ordered Jolly Green 77 and escorts into the area and directed him to the survivor. With a minimum of confusion the survivor was located, hoist extended, and the survivor recovered. Sandy 7 directed the Jolly's exit. The survivor was uninjured. During this effort none of the armada took serious battle damage. After the forces had safely egressed a check was made of all mission aircraft - all checked in: Firefly 56 reported a rough engine, declared an emergency and was escorted home safely by Firefly 57.

8. (U) All remaining fast movers were released to Hillsboro along with the FAC's. SAR Forces were directed to RTB. King 4 remained on orbit until all forces were safely across the fence and then RTB logging 10.2 hrs flying time.

GROUP-4

Downgraded at 5 year intervals,  
Declassified after 12 years.

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AIR REFUELING REQUIREMENTS:

- 9. (U) King 7 refueled Jolly Green's 76, 77, 25, & 27  
 King 3 refueled Jolly Green's 25 & 27

PROBLEM AREAS:

10. (C) Enemy defenses including: automatic small arms, and 23mm/37mm AAA, were the major problem. The first rescue effort failed primarily because the smoke screen was laid too close to the survivor. This was compounded by the low angle of the sun which created a combination such that the rescue helicopter could not see the survivor.

11. (C) LIST OF FACs

- |                         |                          |
|-------------------------|--------------------------|
| OV-10 Nail 18           | OV-10 Nail 38            |
| OV-10 Nail 21(Not used) | OV-10 Nail 46            |
| OV-10 Nail 24           | OV-10 Nail 52 (Not used) |

LIST OF ALL FAC TMOVERS

- |  |  |
|--|--|
| F-4s   | F-105s                                 |
| Boxer 33 & 38                                      | Bear 1, 2, 3, & 4                      |
| Roman 1, 2, & 3                                    | Marlin 1, 2, & 3, 4                    |
| Rattler 1, 2, & 3                                  | Bison 1, 2, & 3, 4                     |
| Wolf 03  | Malard 1, 2, & 3, 4                    |
| Scuba 1 & 3  | Dolphin 1, 2, & 3, 4                   |
| Wolf 06  | Hotrods 2 flts 1, 2, & 3, 4 (Not used) |
| Boxer 35 flt                                       |  |
| Otter 1 & 2  |  |
| Liner (Not used but held high)                     |  |
| Methane (Held high & cycled off tanker - not used) |  |
| Boxer 23 flt (Not used)                            |  |

A-1

Hobo 24 & 25 (Diverted to work with Nail 46)

A-7

Manual 24 - (1, 2), (3, 4) - Not used

12. (U) King 4 Crewlist

- |                 |                |
|-----------------|----------------|
| AMC MAJ PHILLER | RO A1C CONLON  |
| AC LTC LADOU    | FE TSG BUTLER  |
| CP MAJ KIMMEL   | FE TSG RAPLER  |
| N MAJ RAY       | LM SSG GATHEBY |

DAVID C. PHILLER, Major, USAF  
 Airborne Mission Commander

GROUP-4  
 Downgraded at 3 year interval.  
 Declassified at or 15 years.

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